

SUPERSONIC AVIATION MODERNIZATION ACT

MARCH 16, 2026.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. GRAVES, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

[To accompany H.R. 3410]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 3410) to allow for the operation of civil supersonic flight in the national airspace system under certain conditions, and for other purposes, having considered the same, reports favorably thereon with an amendment and recommends that the bill as amended do pass.

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The amendment is as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Supersonic Aviation Modernization Act”.

SEC. 2. ALLOWING FOR THE OPERATION OF CIVIL SUPERSONIC FLIGHT.

(a) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall issue or revise such regulations, such as section 91.817 of part 14, Code of Federal Regulations, as are necessary to allow for the operation of civil aircraft (as defined in section 40102(16) of title 49, United States Code) without special authorization within the national airspace system at a Mach number greater than 1 so long as the aircraft is operated in such a manner that no sonic boom reaches the ground in the United States.

(b) **COMPLIANCE WITH NOISE STANDARDS.**—Not later than April 1, 2027, the Administrator shall issue a final rule establishing noise standards under part 36 of title 14, Code of Federal Regulations, requiring civil aircraft granted authority to operate pursuant to subsection (a) not to exceed the most recent takeoff and landing noise levels required for subsonic aircraft currently in operation on the date of enactment.

(c) **PERIODIC REVIEW.**—In issuing the final rule issued under subsection (b), the Administrator shall further specify a process for periodic review and update of the rule to reflect future advances in aircraft noise reduction technology and relevant regulatory changes, as determined by the Administrator.

PURPOSE OF LEGISLATION

The purpose of H.R. 3410, as amended, is to allow for the operation of civil supersonic flight in the National Airspace System under certain conditions, and for other purposes.

BACKGROUND AND NEED FOR LEGISLATION

In 1973, following complaints over the sonic booms produced by aircraft operating at speeds greater than Mach 1, the Federal Aviation Administration (FAA) issued rulemaking banning commercial supersonic flight over the United States, without special authorization, in accordance with the conditions and limitations described in section 91.818 of title 14 of the Code of Federal Regulations.¹ Three years later, British Airways and Air France unveiled a new aircraft in their fleet, the Concorde. The Concorde, the world’s first and only commercial supersonic airliner, demonstrated numerous benefits to consumers, most notably reduced flight times. Due predominantly to noise concerns, the Concorde was restricted to flying transatlantic routes, taking off and landing in New York, Washington, London, and Paris. While the Concorde was subsequently retired in 2003, the issue of overland noise produced by supersonic flight remains a topic of debate for those wishing to reenter the market.²

Having been in place for 52 years, the overland supersonic flight ban has hamstrung American innovation in the critical field of supersonic aviation. Today, engine technology has matured enough to the point where it is technologically feasible and possible to operate at speeds greater than Mach 1 without producing an audible sonic boom that reaches the ground.

¹Jaedyn White, *52-Year Ban on Supersonic Flight over U.S. to be Lifted*, AIRWAYS, (June 7, 2025), available at <https://www.airwaysmag.com/new-post/52-year-ban-on-supersonic-flight-over-u-s-to-be-lifted>; 14 C.F.R. §91.817 (1989).

²Sachita Pandey, *What Happened to the Concordes?*, SMITHSONIAN, (Aug. 7, 2024), available at <https://airandspace.si.edu/stories/editorial/what-happened-concordes>.

On June 6, 2025, President Trump signed an Executive Order (EO) entitled, “*Leading the World in Supersonic Flight*.”³ That EO reiterated the Administration’s desire that the United States lead the world in civil supersonic aviation technologies. H.R. 3410, as amended, builds upon relevant portions of that EO, including the issuance and revision of regulations governing the supersonic sector and overland supersonic flight.

HEARINGS

For the purposes of rule XIII, clause 3(c)(6)(A) of the 119th Congress—

The following hearing was used to develop or consider H.R. 6460: On Thursday, March 30, 2023, the Subcommittee on Aviation held a two-panel hearing entitled, “*FAA Reauthorization: Harnessing the Evolution of Flight to Deliver for the American People*.” During the first panel, Members received testimony from Mr. Adam Woodworth, Chief Executive Officer, Wing; Dr. Catherine Cahill, Ph.D., Director, The Alaska Center of UAS Integration, University of Alaska Fairbanks; Chief Roxana Kennedy, Chief of Police, Chula Vista Police Department; Dr. Stuart Ginn, M.D., Medical Director for WakeMed Innovations, WakeMed Health and Hospitals. During the second panel, Members received testimony from Mr. Kyle Clark, Founder and Chief Executive Officer, BETA Technologies; Mr. JoeBen Bevirt, Founder and Chief Executive Officer, Joby Aviation; Mr. Christopher Bradshaw, President and Chief Executive Officer, Bristow Group, *on behalf of the Helicopter Association International*; Mr. Clint Harper, AAM Expert and Community Advocate. The hearing focused on the need for a robust framework that enables advanced aviation operations within the National Airspace System.

LEGISLATIVE HISTORY AND CONSIDERATION

H.R. 3410, the “*Supersonic Aviation Modernization Act*,” was introduced in the United States House of Representatives on May 14, 2025, by Representative Troy Nehls (R–TX) and referred to the Committee on Transportation and Infrastructure. Within the Committee on Transportation and Infrastructure, H.R. 3410 was referred to the Subcommittee on Aviation. The Subcommittee on Aviation was discharged from further consideration of H.R. 3410 on December 18, 2025.

The Committee considered H.R. 3410 on December 18, 2025, and ordered the measure to be reported to the House with a favorable recommendation, with amendment, by voice vote.

The following amendments were offered:

An Amendment in the Nature of a Substitute to H.R. 3410, offered by Mr. Nehls of Texas; was AGREED TO by voice vote.

An Amendment to the Amendment in the Nature of a Substitute to H.R. 3410, offered by Mr. Nehls of Texas (Nehls 031): Page 2, line 11, strike “technology” and insert “technology and relevant regulatory changes, as determined by the Administrator”.; was AGREED TO by voice vote.

³ Exec. Order No. 14304, (June 6, 2025), available at <https://www.whitehouse.gov/presidential-actions/2025/06/leading-the-world-in-supersonic-flight/>.

COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against.

No recorded votes were requested.

COMMITTEE OVERSIGHT FINDINGS AND RECOMMENDATIONS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

NEW BUDGET AUTHORITY AND TAX EXPENDITURES

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the *Congressional Budget Act of 1974* has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the *Congressional Budget Act of 1974*, the Committee has received the enclosed cost estimate for H.R. 3410 from the Director of the Congressional Budget Office:

H.R. 3410, Supersonic Aviation Modernization Act			
As ordered reported by the House Committee on Transportation and Infrastructure on December 18, 2025			
By Fiscal Year, Millions of Dollars	2026	2026-2030	2026-2035
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	4	not estimated
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2036?	No	Statutory pay-as-you-go procedures apply? No	
		Mandate Effects	
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2036?	No	Contains intergovernmental mandate? No	
		Contains private-sector mandate? No	
* = between zero and \$500,000.			

H.R. 3410 would require the Federal Aviation Administration (FAA) to conduct various regulatory activities related to supersonic flight. In particular, the bill would require the FAA to:

- Authorize civil aircraft to operate at supersonic speeds under certain conditions; and
- Establish and regularly update noise standards for civil aircraft that operate at supersonic speeds.

Using information from the FAA, CBO expects that implementing H.R. 3410 would require four full-time equivalent employees each year at an annual cost of about \$200,000 per employee. On that basis, CBO estimates that implementing the bill would cost \$4 million over the 2026–2030 period. Of that amount, about \$1 million would support rulemaking activities and \$3 million would cover the associated cost to implement and enforce the rules.

The costs of the legislation, detailed in Table 1, fall within budget function 400 (transportation).

TABLE 1.—ESTIMATED INCREASES IN SPENDING SUBJECT TO APPROPRIATION UNDER H.R. 3410

	By fiscal year, millions of dollars—					
	2026	2027	2028	2029	2030	2026–2030
Estimated Authorization	*	1	1	1	1	4
Estimated Outlays	*	1	1	1	1	4

* = between zero and \$500,000.

The CBO staff contact for this estimate is Aaron Krupkin. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

PHILLIP L. SWAGEL,
Director, Congressional Budget Office.

PERFORMANCE GOALS AND OBJECTIVES

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goal and objective of this legislation is to allow for the operation of civil supersonic flight in the National Airspace System under certain conditions, and for other purposes.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, the Committee finds that no provision of H.R. 3410 establishes or reauthorizes a program of the Federal government known to be duplicative of another Federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with clause 9 of rule XXI of the Rules of the House of Representatives, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), or 9(g) of the rule XXI.

FEDERAL MANDATES STATEMENT

An estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the *Unfunded Mandates Reform Act* was not made available to the Committee in time for the filing of this report. The Chairman of the

Committee shall cause such estimate to be printed in the *Congressional Record* upon its receipt by the Committee.

PREEMPTION CLARIFICATION

Section 423 of the *Congressional Budget Act of 1974* requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee finds that H.R. 3410 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the definition of Section 5(b) of the appendix to Title 5, United States Code, are created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the *Congressional Accountability Act* (Public Law 104–1).

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title

This section provides that this bill may be cited as the “*Supersonic Aviation Modernization Act*.”

Section 2. Allowing for the operation of civil supersonic flight

This section directs the Administrator of the FAA to issue or revise regulation to allow for the operation of civil supersonic aircraft within the National Airspace System, without special authorization, at a speed greater than Mach 1 as long as the aircraft is operated in such a manner that no sonic boom reaches the ground.

Additionally, subsection (b) of this section requires the Administrator of the FAA to issue a final rule establishing noise standards for aircraft operating under this section by April 1, 2027. The noise standards established under this subsection are not to exceed the most recent takeoff and landing noise standards for subsonic aircraft.

Lastly, subsection (c) requires the final rule issued under subsection (b) to specify a process for periodic review of the noise standards to reflect advances in aircraft noise reduction technology.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

As reported by the Committee, H.R. 3410 makes no changes in existing law.